BANKS HERE NOT AFFECTED.

MADE FEW LOANS TO BALTIMORE AND RICHMOND FIRMS.

Their Embarrassment, It Is Said, Will Have No Effect on the Status or Policy of the Seaboard System-Terms of the Deal by Which Syndicate Secured Option.

Emphatic statements were made in this city yesterday by representatives of the syndicate arranged six weeks ago by Ladenburg, Thalmann & Co. to take control of the Seaboard Air Line that the embarrassment of John S. Williams & Sons of Baltimore and Middendorf & Co. of Richmond will have no effect on the financial status or policy of the Seaboard system. A man closely connected with the syndicate said; The syndicate is in full control of the stock, which it bought on a cash basis six weeks ago, and is satisfied that it has a good bargain."

Persistent reports were circulated in the treet that the retirement of John Skelton Williams as president of the Seaboard system is likely. It developed that B. F. Yoakum, president of the St. Louis and San Francisco Railroad, has been elected chairman of the executive committee of the Seaboard company. He became a Sea-board director when the Ladenburg-Thalman syndicate took the property, He was elected one of its voting trustees.

A meaning of the executive committee of he Scaboard company was held yesterday morning. It was said afterward that nothing had been done in the matter of the

presidency.
So far as could be learned yesterday, the New York banks have made few if any loans to the embarrassed Southern banking interests, and it appeared as if the matter was purely a local Baltimore and Richmond affair. In the curb market and Richmond affair. In the curb market Seaboard stocks declined sharply in the early dealings. The common stock sold down to 12%, but rallied later to 13%, clos-ing at 13%. The preferred sold as low as 22,

ing at 13%. The preferred soid as low as 22, but rallied to 24%, closing at 23%.

There was a sudden upward movement in the late afternoon in the shares of the International Mercantile Marine Company. International Mercantile Marine Company. The preferred stock, which closed at 14 on Thursday, was bid up to 20 and closed at 19. The common, which was quoted on Thursday at 3½ bid, 4 asked, advanced to 6½. It was rumored that a large block of the stock

was rumored that a large block of the stock had been taken over from one of the embarrassed Southern firms.

Baltimore, Md., Oct. 2,—The banking houses of Middendorf & Co. and Williams & Sons, which asked creditors for an extension of time, received many offers of Baltimore and out of town.

The last balance sheets issued by the firms during the recent depression in the market showed that their joint assets were more than \$1,500,000 in excess of liabilities. and that even at present quotations for the various stocks and bonds which they hold the excess assets are more than \$1,000.

There are comparatively few outside of those immediately concerned who know the terms of the deal for the sale of a large block of the Seaboard Air Line stock to interests identified with the Rock Island

system.

Asyndicate which included H. F. Yoakûm, president of the St. Louis and San Francisco system; H. Clay Pierce, chairman of the board of directors of the Mexican Central Railroad, and B. F. Guiness of Ladenburg, Thalmann & Co., and Oakleigh Thorne, president of the North American Trust Company, got an option from Messrs. Williams and Middenderf and their friends or 125,000 shares of stock. or 125,000 shares of stock.

This option, which is to run one year, actudes both common and preferred shares. For the common the syndicate agreed to pay \$20 a share, and for the preferred \$55. The syndicate has exercised the op-

will sell the property to the Rock

Island system.

As the option has nearly a year to run
the syndicate decided that, in view of the
disturbed condition of things in Well Street. it was better to defor taking over the full amount of stock until the financial situation improves. Messrs, Williams and Middendorf and their friends still own 75 per cent. of the stock of the Seaboard.

RICHMOND, Va., Oct. 2.—There was a small run on the Richmond Trust and Safe Deposit Company to-day on recount of its connection with John L. Williams & Sons. All the banks in the city are standing by the trust company and it is in no danger

BETTER CROP CONDITIONS.

Reports to Bradstreet's on These and General Business. Promising agricultural conditions are

reported by Bradstreet's, which says: reported by Bradstreet's, which says:

Corn passed out of the shadow of frost damage this week, and reports from Nebraska. Iows, Indiana and the Northwest are of better than expected yields and better quality than a year ago. Enlarged and more confident buying by Iowa dealers in Chicago is attributed to the better feeling engendered. Omaha reports a large corn crop assured. St. Paul and Indianapolis report expansion in estimates of, yield. Threshing of spring wheat is making some progress in the Northwest. The tobacco crop will be a good one as a whole. Cotton has generally deteriorated and is late and of short staple.

As to general business cot ditions Brad-

As to general business corditions Brad-In the United States as a whole, September clearings were the smallest in three years, and nine months' totals are 4.7 per cent. less than in 1902 and 7.5 per cent. less than in 1901. Failures for nine months are the smallest in number reported for twenty-one years.

Father of Nance O'Nell, the Actress, Dead. SAN FRANCISCO, Oct. 2.—George F. Lamson, father of Nance O'Neil and Lillian Lamson, actresses, and for many years a well known auctioneer in this city, died at the French Hospital yesterday morning at the age of 74 years. He was born in Mas-sachusetts and came to this country in

1849 to work in the gold mines.

Suspender Jack McGee's Losses. Suspender Jack McGee, the ex-cop, called at the Tenderloin station last night and told the police that he had had seven officers of the Brazilian training ship Benjamin Constant in tow showing them the sights, but that while piloting them up Broadway he had lost them, one by one. He asked the police if they found any lost officers to send them to the Hotel America:

Business Troubles.

petition in bankruptcy has now been filed against S. E. Bloch & Bros., composed of Samuel E. and Solomon M. Bloch, importers of laces at 522 and 524 Broadway, it being alleged that they committed an act of bankruptcy by having a receiver appointed in the Supreme Court. Judge Holt of the United States District Court appointed yesterday

States District Court appointed yesterday

8. Sidney Smith receiver of the assets, with
a bond of \$100,000, and ordered samuel Sanders, the receiver appointed by the Supreme
Court, to turn over all the firm's property
to Mr. Smith. The Habilities of the firm are
\$348,385, and assets \$275,000.

A petition in bankruptcy has been filed
Asainst the Emil Steffens Company, lithographers, at 128 to 130 White street. Two
months ago the company asked an extension
from its creditors, and at that time reported
its liabilities to be \$28,750, and nominal assets
\$127,072. Judge Holt has appointed T. Tileston
Wells receiver.

A petition in bankruptcy has been filed here
against the Fallkill Knitting Company of
Poughkeepsie. It was incorporated in 1862.
A petition in bankruptcy has been filed
against Thomas L. Brown, hotel keeper,
whose office is at 31 Wooster street, for whom
a receiver has been appointed in this State
as a trustee in New Jersey. He recently
managed the Netherwood Hotel at Netherwed, N. J., the Ferncliff at Greenwood Lake,
N. Y., and was interested in the Hotel Dorincourt at Schooley's Mountain, N. J.

GREAT NORTHERN'S GOOD YEAR. | CENTRAL'S EARNINGS LARGER Increase of Nearly 85,000,000 in Gross Earnings Despite Lower Freights.

The Great Northern Railway issued yesterday its report for the year ended June 30 last. The financial statement, listory, shows an increase of \$4,753,300 ingross snows an increase of \$4,753,390 in gross earnings, with an increase in operating expenses of only \$2,287,661. A net increase of \$2,465,727, or 50 per cent. of the gross increase, resulted. The belance carried to profit and loss for the year is \$4,134,635. The income account in detail is printed elsewhere. \$4,134,635.

The gross earnings of the road were nearly \$41,000,000. President James J. Hill has said that the three roads of the Northern Securities company would earn in gross bout \$150,000,000. To the gross earning bout \$150,000,000. To the gross earnings reight contributed \$31,373,000, an increase of nearly 13 per cent., and passenger earnings \$9,376,000, an increase of more than per cent. In his report to the stockholders Presi-

In his report to the stockholders President Hill says that capital expenditures on account of various companies were \$3,762,880. There was appropriated from the fund for permanent improvements and renewals \$3,000,000 and charged to it \$1.881,000 for work on the St. Paul, Minneapolis and Manitoba Railway. Capital assets have increased \$15,014,071 and capital lightificial contract.

heapons and Mainton Rasiway. Capital hasets have increased \$15,014,071 and capital liabilities only \$5,789,176.

For equipment the expenditure was \$3,823,913, of which all but \$121,012 was charged to equipment account. Additions and improvements were made at Seattle, where new terminals are being experiments. where new terminals are being constructed, at St. Paul and at Duluth on Lake Superior.

In connection with the freight traffic President Hill says that had the company collected the same average rate this year as in the year ended June 30, 1883, its freight

AGAINST SHIPBUILDING CO. Foreelosure Proceedings on Second Morte

gage Bends. WILMINGTON, Del., Oct. 2.—In the United States District Court to-day Anthony States District Court to-day Anthony
Higgins, solicitor for the New York Security and Trust Company, got leave from
Judge Bradford to file a bill of complaint
against the United States Shipbuilding
Company and James Smith, Jr., receiver.

The Court also granted leave to the defendants or either of them, after appearance and ten days' notice to the complainant, to move for a dismissal of the bill or a
stay of proceedings.

This is understood to be the beginning
of foreclosure proceedings on the second

of foreclosure proceedings on the second mortgage bonds, and similar action is to be taken simultaneously in Connecticut, Maine and California. Subpænas were issued in the court here returnable on the first Monday in November.

GOSSIP OF WALL STREET.

Opening prices in the market in nearly all issues yesterday were above Thursday's closing. The overnight news of the embarrassment of two important Southern houses was without effect on the list. Buying orders in various quarters were in good volume and partially offset the selling by traders who thought the rise had gone far enough. The most noticeable selling was of the Steel 3s

Heavy sellers of Steel 5s were A. H. Combe 1,500,000, and Harris, Gates & Co. The block dealt in was greater than the entire bond trading of an ordinary day. The selling

The unconcerned reception of the news of he embarrassment of the Southern houses news had come out before the opening on any day in the last month the bears would have rolled their eyes upward, cried 'Who's market would have broken 5 points. Why didn't they do it this time?"

Steel preferred was heavily taken in the morning. Talbot J. Taylor bought 10,000 shares, W. C. Sheldon 5,000 and Housman nearly as much. Erie also was bought freely.

traders were putting out stocks for a fall. The declines were unimportant, and shortly after noon traders began to cover their scanty shorts in anticipation of a higher closing. Brokers reported the total absence of pressure of long stock.

Commission houses reported a little in-crease in business, and there was some buying of fractional lots. The head of one large or 8.88 per cent.
house said that people had been keeping Merchandise tr down expenses during the summer on acas a result had accumulated what in the

aggregate is a good sized surplus. They

are in a position now to pick up real bargains,

according to this broker. As a result of the strength of the market, which closed from one to three points over Thursday's last prices, the floor came to a number of convictions. These included: That liquidation is over; that there is something good under way in Erie; that certain interests have accumulated long lines of good stocks, and from this the opinion that it is not at all wise to be too pessimistic, just now, at least.

The floor's explanations of the strength in Erie have sifted down to two impressions.
One is that under certain conditions there is prospect of its acquisition by Burlington. The second, which finds even more supporters, is that Erie will surely be leased to the Northern Securities Company. The floor is given to speculating.

A curious string of St. Paul came out on the tape in sequence, as follows: 500, 140%; 800, 140, 139%; 1,000, 139%; 500, 140; 200, 140%. and 200, 140%. This was just before the close. Right after the appearance of this string an arbitrage house sent into the St. Paul crowd an order to buy a lot at 140% or 140% and the order could not be filled. The string looked like a drive to close the stock weak.

The good buying of Steel issues was one of the influencing factors of the market. The ready market for Steel common was illustrated in the arbitraging by Consolidated members. On the litt'e exchange the quotations for Steel have been for some time under those of the Stock Exchange, but when an attempt was made to arbitrage the bld price on the latter was always too low to admit of profit. Yesterday, however, a lot of 1,000 shares was picked up on the Consolidated Exchange and sold at a profit of one quarter point on

Traders thought the buying of Atchison ooked good. Strong, Sturgis & Co. took a fair lot. The floor has a bit of a tip that good news is on the way and that the stock will cross 70 in a week or so. The floor's tip on rie on Monday is a source of pride to it, in view of the stock's good action. It closed yesterday at 29, 5% points over Monday's owest figure.

A block of Harlem stock was said to have changed hands recently at 393 at a private sale. It was 410 bid recently

Some of the seiling of Union Pacific was said to have been for a man once active in the junior Vanderbilt scenrities, from whom an insurance company recently secured privately a big block of Delaware and Hudson.

The London buying was unexpectedly heavy and was one source of strength to the market. Some 30,000 shares were traded in, 20,000 of these being purchases London bought Pennsylvania, Atchison and Union Pacific among other issues

Call money ran up to 412 per cent. late yesterday afternoon. Loans made on Friday carry over to Monday, and the rate on that day is usually higher. It was said also that certain houses held off, expecting to get money at 23 per cent. and, falling to do so, bid up the rate.

BUT OPERATING EXPENSES ATE UP MOST OF THE GAIN.

which is one of the finest in the company's | Report for the Year Ended June 30 Shows a Decrease in Passenger Earnings as Against the Pan-American Year -- More Bituminous Coal Handled.

An increase of \$6,701,910 in the gross carnings of the New York Central system for the fiscal year ended June 30, 1903, is shown by the annual report, which was issued yesterday. Net earnings, however, increased but \$106,084, owing to the extraordinary increases in the items charged to operating expenses. President Newman savs:

ting expenses. President Newman says:

Freight earnings were \$46.838,712, an increase of \$6.198,933. A large decrease in anthracite coal tonnage was more than overcome by the greater movement of bituminous coal. There was also an improvement in the tonnage of almost all commodities.

Passenger earnings were \$23,561,375, a decrease of \$225,509. The large additional revenue in 1901-92, due to the Pan-American Exposition at Buffalo, was almost offset by the general improvement in passenger traffic. A fairer comparison, so far as the ordinary passenger earnings are concerned, would be with the fiscal year 1900-01, which shows an increase for the year just closed of \$2,715,219.

The expenses, \$53,459,314, were \$3.89 percent. of the gross earnings, an increase of \$4,856,825 over the previous year. The greater volume of traffic, the continued general increase in wages, the constantly growing cost of material and supplies of all kinds used in the conduct of the company's business and heavy charges for improvements and renewals are the causes of this increase. Net earnings were \$24,146,463 an increase of \$106.084 over last year Other income, \$5,272,744, shows an increase of \$306,721, mainly due to additional revenue from securities owned.

The following table gives comparisons

The following table gives comparisons of the traffic statistics of the system:

carried i mile 8,433,096,492 7,251,468,766 7,373,248,844 Phrough pas-passengers.... 11,620,480 10,967,087 10,055,718 Total passen-gers carri'd 42,437,265 42,884,158 40,114,856

assengers car-ried 1 mile... 1,307,743,164 1,360,212,117, 1,145,721,536 The largest increase in any one class of freight was bituminous coal, of which 10,308,343 tons were handled, compared with 7,559,748 tons in the previous year. Of anthracite coal there were handled 2,719,926 tons compared with 3,323,902 tons in the previous year. The grain traffic

increased about 300,000 tons.

The total outlay for renewals and improvements, was \$13,267,928. More than \$1,500,000 was expended on renewals and strengthening of bridges and renewals of roadway, while double tracking and other improvements on the Pennsylvania division cost about \$600,000. There was spent for new locomotives, cars and floating equipment \$2,900,000, in addition to the ordinary expenditures for maintenance of equipment.

READING'S GOOD YEAR.

An Analysis of Its Earnings and Operations fer 1902-3.

The report for the fiscal year ended on June 30, 1903, of the Reading Company, the Philadelphia and Reading Railway Company and the Philadelphia and Reading Coal and Iron Company, which was made public in pamphlet form yesterday, gives interesting details regarding the great ousiness done by these companies, evidence of which had already been furnished by the income account which was printed in THE SUN on Tuesday.

The gross receipts of the railway com-\$35. The syndicate has exercised the option on 30,000 shares, leaving 95,000 shares still to be taken. This option is still in early as much. Erie also was bought freely. It is not believed that the men in the endired the statisfied with anything and increased \$1,091,103, while the payments on account of fixed charges and taxes, insurance fund, equipment renewals and appurchases early in the week. Floor memory and increased \$1,091,103, while the payments on account of fixed charges and taxes, insurance fund, equipment renewals and in the surplus for the year increased \$1,091,103, while the payments on account of fixed charges and taxes, insurance fund, equipment renewals and in the surplus for the year increased \$1,091,103, while the payments on account of fixed charges and taxes, insurance fund, equipment renewals and in the surplus for the year. ments were \$382,456 less than in the previous year.

Because of the strike the tonnage of anthracite carried decressed from 9,465,-953 in 1901-02 to 7,932,891 in 1902-03, a loss of 1,533,962 tons, or 16.19 per cent, When the Union Pacific report for August and the tonnage of bituminous coal incame out, showing a decrease of \$143,000 creased from 6,087,088 to 8,487,325, a gain creased from 6,087,088 to 8,437,325, a gain in net earnings, the stock went up half a point. of 2,350,237 tons, or 38.61 per cent. The revenue from coal traffic increased from \$12,063,345 to \$18,134,624, a gain of \$1,071,278,

Merchandise traffic increased from 16,-413,700 to 18,227,961 tons, a gain of 1,814,261 tons, or 11.05 per cent., and the earnings therefrom increased from \$11,032,410 to \$12,564,293, a gain of \$1,531,882, or 13.88 per

\$12,564,293, a gain of \$1,331,882, or 13.88 per cent.

The number of passengers carried increased from 24,987,177 to 25,856,032, a gain of 3.48 per cent., and the passenger revenue increased from \$4,880,705 to \$5,235,897, a gain of \$355,192, or 7.28 per cent.

The sum of \$1,228,760 was expended during the year for improvements, and was charged to expenses. The cost of maintenance of equipment was \$4,901,011, as against \$4,020,222 in the previous fiscal year. A wage increase amounting in most cases to 10 per cent., corresponding to that made by other railroad companies, was made to all monthly employees receiving under \$200, beginning on Nov. 1, 1902.

The total value of the rolling equipment has increased from \$16,990,856 in 1896 to \$31,050,880 in 1903, and the value of floating equipment has increased during the same period from \$1,439,850 to \$2,969,232, making a total increase in value of \$15,589,405.

The total production of anthracite coal from lands owned and leased by the Philadelphia and Reading Coal and Iron Company was 7,582,979 tons, a decrease of 615,295 tons from the production of the previous year, or 7.5 per cent. The coal purchased aggregated 1,008,252 tons, a decrease of 25,087 tons, and the sales amounted to 6,842,-587 tons, a decrease of 1,447,291 tons from the previous year. The cost of coal mined and purchased for the year was \$2,188 a ton, which is 16 cents higher than the cost and purchased for the year was \$2.188 a ton, which is 16 cents higher than the cost

a ton, which is 16 cents higher than the cost of the previous year.

The amount of general mortgage bonds of the Reading Company outstanding was increased during the year \$1,381,000, making the total bonds outstanding on June 30, 1903, \$59,020,000. There was a total increase of \$4,327,850 in the funded indebtedness of the company, including car trust certificates and bonds on new locomotive and machine shops. machine shops.

FINANCIAL NOTES.

The New York News Bureau summarizes the movements of money for the week as follows: In the week ended at the close of business on Thursday, the local banks gained from the Sub-Treasury \$3,149,000, but lost to the interior \$1.157,400, reducing the apparent net gain on the known movements of money to \$1,991,660. As previously stated, the indications regarding the probable changes in loans and deposits in to-morrow's bank statements are extremely confused. It is not improbable that these local movements of money and technical shifting of bank accounts will be the real feature of to-morrow's bank statement. The bulk of the shipments of money this week was to the South and Southwest, but money has also been forwarded to the west and to Canada. The banks received direct by express from the interior \$2,537,500 in cash, against received last week the loss by the local banks to the interior amounted to \$295,800, and the banks gained from the Sub-freasury \$191,000. Last Saturdey's bank staterent showed a loss in cash of \$638,600, and an increase in surplus for the same week a year ago of \$2,236,625.

A circular has been issued from the offices of the American Malting Company by bolders. of business on Thursday, the local

\$3,236,625.

A circular has been issued from the offices of the American Malting Company by holders of 75,600 shares, urging stockholders to defer giving their proxies to any one until they have received the annual report of the company. On the strength of this they will be asked to give their proxies to a committee approved by the board of directors. The annual meeting will be held on Nov. 12.

NASSAU RAILROAD SUIT.

Decision on the Action Brought by Al

Johnson Against Flynn. Justice Greenbaum handed down a decision yesterday in the suit relating to the financial affairs of the old Nassau Electric Railread of Brooklyn, brought before him some months ago in behalf of the late Albert L. Johnson and James M. Edwards against the Atlas Improvement Company and Patrick H. Flynn. The amount in dispute was about \$250,000 and the trouble arose over a change in the original plans of construction, by which a tunnel instead of a surface road was built at Ocean Park-

Justice Greenbaum in his decision says that the lips of Albert L. Johnson have been sealed by death and that in consequence the statute has likewise to some extent sealed those of Flynn. But Justice Green-baum characterizes as highly improbable the versions of the conversations which Flynn says that he had with Tom Johnson.

The versions of the conversations which Flynn says that he had with Tom Johnson. The immediate expense of the change from surface to tunnel work at Ocean Parkway was about \$50,000, and this cost, the Court thinks, under the contract, should be borne by both parties, in the proportions agreed upon.

The same decision applies to about \$6,150 for money loaned, and paid out to property owners along the route. Concerning the legal expenses, Justice Greenbaum thinks that the plaintiffs, Johnson & Edwards, should pay the claim of Elihu Root for \$23,000, while the defendants should pay that of \$2,500 made by Joseph H. Choate. Other claims of various natures are similarly disposed of, except that the Court directs judgment for the Atlas Improvement Company for the value of sixty-seven bonds of the road, which R. T. Wilson & Co. were directed to sell for the benefit of the Atlas company.

BANK OFFICIALS ARRESTED.

aw Not Yet Done With Officers of First National of Asbury Park.

ASBURY PARK, N. J., Oct. 2.-United States Marshal Olcott to-day arrested Charles E. Ancker, formerly bookkeeper of the defunct First National Bank of Asbury Park, and the former president, George F. Kroehl, on indictments found by the United States Grand Jury in Trenton yesterday, on charges resulting from the failure of that institution last winter. Ancker arranged to appear before Judge Kirkpatrick next Monday morning in Tren-ton. Kroehl is now confined to his house with a broken knee cap. The specific charge against Ancker was not stated, but is believed to be perjury.

is believed to be perjury.

Other indictments are said to have been found against A. C. Twining, also an official of the bank, who is now supposed to be in New Mexico, and D. C. Cornell, former treasurer of the Monmouth Trust Company, an auxiliary business institution who an auxiliary business institution, who now in Newtown, Pa.

New City House for Henry G. Trevor. Plans have been filed for a five-story and basement residence to be built at the southeast corner of Madison a enue and Fifty-second street for Henry G. Trevor. It is to cost \$40,000. The architect is Augus-

Court of Appeals Calendar. ALBANY, Oct. 2 .- The Court of Appeals will re convene here for the regular fall term on Monday. The calendar of appeals from orders for the open

ng sessice 1 is as follows:

380-Feb. Ca Feb. Distance of the same of t

and Budson River Railroad Company,
of Cates, appellanti,
488-Board of Education of Union Free School
District No. 6, &c., vs. Board of Education of Union
Free School District No. 7,
488-Pro. ex rel. Arnolds vs. Feitner and others
as Commissioner, &c.
499-Smith vs. Chesebrough and others (Cranstom as exr. appellanti,
470-Pro. ex rel. New York City and West Cheseter Railway Company vs. Board of Railroad Com-470-Peo. et rel. New tora city and west ones-ter Rallway Company vs. Board of Rallroad Com-missioners, &c., and another. 471-In re petition of the Brooklyn Union Ele-vated Rallroad Company (Case appellant). 472-Peo. ea rel. Young vs. Sturgis, as Fire Commissioner, &c. Commissioner, &c. 173—Peo. ex rel. Lord vs. Commissioners of Taxes, &c.

TURBDAY.

474—In re application of the Brooklyn Teachers' Association and others, &c., vs. Board of Education of the City of New York and another, 473—People ex rel. McBain vs. Board of Town Auditors. 477—In re Gibbes, decreased. 478—In re application of Garver, as assignee, &c. 480—People ex rel. Blair vs. Folks, as Commis-sioner, &c.

sioner, &c.

482—In re-petition of Crutekshank, &c.

483—In re-application of Pierts, &c.

484—People ex-rel, the Consolidated Telegraph
Company, &c., vs. Monroe, as commissioner, &c.,

and another.

485—In re-claim of Torge vs. Village of Sala-

manca-486 People ex rel. McCullough vs. Wilson and WEDNESDAY.

487—In re application of Schilvinski, &c.
488—People ex rel. Chirrip vs. Calder, as superintendent, &c.
489—People ex rel. Lester vs. Eno and others.
489—Goldhers vs. Jacocks.
499—Goldhers vs. Jacocks.
491—Ingraham and others vs. National Sait Company and others.
492—City of Buffalo vs. Delaware, Lackawanna
and Western Rallroad Company.
493—People ex rel. the Standard Water Meter
Company vs. Monroe, as commissioner, &c.
496—in re McCabe, deceased.
497—in re application of Farley, a judgment
creditor, &c.
498—People ex rel. Ryan vs. Wells and others creditor, &c. 498 People ex rel. Ryan vs. Wells and others as commissioners, &c.

499-Volsin vs. Thursday.

499-Volsin vs. Thames and Meracy Marine Insurance Company (Freifeld, as receiver, appellant).

500- In re Howe, deceased.

501- Dykman and another, as executors vs.
United States Life Insurance Company.

502- People ex rel. Smith vs. Weekes, as Towa Clerk, &c.

HOTELS AND RESTAURANTS

Ale., a la carie-Tdh., Table d'hote. Cortle Cafe Martin 26 St. & Breadway.

Cafe des Beaux-Arts chants des Troubadours.
Select and Exclusive Restaurant.
Cafe de Logerot Hith Ave. 2 18th St. (Hours, de 19 P. M.)
Hetel Lafayette Cuisine Francaise.
Only Hoter Martin.
University Pl. 2 8th St. (Music by Strettle Orch.)

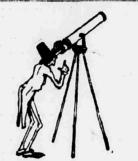
EXCURSIONS.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

CPTREPICTURESQUE HUDSON Grand Dally Outlings (except Sunday By Palace Iron Day Line Steamers "NEW YORK" and "ALBANY." om Broodlyn, Pullen St. thy Annesty 8,00 A.M.
New York, Desbrosses St. Pler 8:40
West 22d St. Pler 9:50
West 120th St. Pler 9:20
Returning, due in New York, 5:30 P. M. CCEAN STEAMERS.



"Prinzessin Victoria Luise" From New York Jan. 9, Feb. 6, Mar. 8. 23 to 28 days' duration, \$200 and up. Se d f. r Illustrated Bocklet. HAMBURG AMERICAN LINE



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Pennsylv'a Oct. 3, 3 PM | Bluecher - Oct. 15,10 AM F. Bismarck Oct. 8, 10 AM | Phenfela - Oct. 17, 2 PM Patricia - Oct. 10, 7 AM | V. Victoria Oct. 21,0 AM Deutschi'd Oct. 18, 10 AM | Pret ria - Oct. 24, 8 AM The Mediterranean NEW YORK - NAPLES -GENOA. By superb Twin-Screw Steamers.

HAMBURG-AMERICAN LINE. Offices, 35 & 37 Broadway. Plers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO.

FAST EXPRESS SERVICE.
PLYMOUTH-CHERBOURG-BREMEN.
Kronprinz. Oct. 6, 4 PM | Kalser. Oct. 27, 10 A M
Kalserin. Oct. 10, noon | Kronplinz. Nov. 3, 3 PM
K. Wm. II. Oct. 20, 3 PM | K. Wm. II, Nov. 17, 2 PM OELRICHS & CO. 5 BROADWAY, N. Y

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AMERICAN LINE NEW YORK-SOUTHAMPTON-LONDON. New York, Oct. 7, 10 A.M. | St. Louis, Oct. 21, 10 A.M. Phila....Oct. 14, 10 A.M. | New York, Oct. 23, 10 A.M. RED STAR LINE.

NEW YORK - ANTWEIP - PARIS.

Zeeland . Oct. 3, 10 A. M. | Vaderland . Oct. 17, 10 A. M. | Finland . Oct. 10, 10 A. M. | Kroonland . Oct. 24, 10 A.M. | Pters 14 and 15 N. R. Office, 73 Broadway, N. Y. CUNARD LINE. TO LIVERPOOL Lucania, Oct. 3, 2 P. M. Ucabala, Oct. 24, 8 A. M. Lucania, Oct. 10, 8 A. M. Lucania, Oct. 31, noon, Campania, Oct. 17, 2 P. M. Etrania, Nov. 7, 7 A. M. MEDITERRANEAN SERVICE.

Aurania, Oct. 20, 1902 Carractilla, Nov. 24, 1902 Aurania ... Oct. 20, 1909 | Carpathia ... Nov. 24, 1963

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WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL. Germanic ...Oct. 1. noon | Armenian.Oct.13.10 A.M. CedricOct. 9, 7 A.M. | Majestic ...Oct. 14, noon Pier 48, North River; Office, & Broadway, New York.

ATLANTIC TRANSPORT LINE. NEW YORK LONDON DIRECT. Minnebaha Oct. 3, 3 P.M. | Min'tonkaOct.17,1'30P.M. Mesaba | Oct. 10, 9 A.M. | Min'apolis, Oct.24, 8 A.M. Only first class passengers carried.
FOR RATES, ETC., APPLY TO I BROADWAY. EXCURSIONS.

Boston Autumnal VIA ALBANY \$5.00. going via

HUDSON RIVER DAY LINE PEOPLE'S EVENING LINE, ON TUESDAY, OCTOBER 6TH. Albany to Boston through the Berkshires, via aton & Albany R. R.

RIVER, MOUSTAINER, 325 MILES BY STEAMER, 250 MILES BY RAIL. ALL FOR \$5.00.

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Entire excursion for less than 12 regular rate. TICKETS GOOD FOR 5 DAYS. Returning, due in New York, 5:30 P. M.

Special tour New York to Boston, via
Albany, Oct. 6. 55 Round Trip.

MORNING AND AFTERNOON CONCERTS.

Hudson Valley, the regal Berkshires in their Autumnal glories to Boston and back by Providence fine Sound steamers, 55. See Hudson River Day Line and People's Evening Line Advis, BAHROADS.

STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORT-LANDT STREETS. Cortland Streets is ave minutes later than that given below for Twenty-third Street Station, except where otherwise noted. 755 A. M.—FAST MAIL.—Parior, Siceping and Dining Cars. For Chicago, Indianapolis and

Louisville.

9-55 A. M. ST. LOUIS LIMITED.—Pullman Sleep-ing, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car. 10-25 A. M. PENNSYLVANIA LIMITED.—Pullman Steeping, Dining, Smoking and Observation
Compartment Cars. For Chicago, Cleveland,
Toledo and Detroit.

1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.
—For Toledo, Nashville (via Cincinnati and Louisville). Indianapolis, Chicago, St. Louis. Dining
Car.

Car.

455 P. M. CHICAGO LIMITED.—Puliman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

545 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For dary, W. Va. (via Shenandosh Valicy Route).

545 P. M. WESTERN EXPRESS.—For Chicago. For Toledo. except Saturday. Dining Car. Por Toledo, except Saturday. Dining Car.
7:88 P. M. PACIFIC EXPRESS.—For Pittsburg.
7d Chicago. For Knoxville daily, via She anah Vallsy Houte. Connects for Cleveland. cicept Saturday.

125 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittaburg, Cleveland, Cincinnati,
Indianapolis and St. Louis.

WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

7:55, 8:26, 8:25 (Dining Car), 10:10 (Desbrosses and Cortlandt streets, 10:20), (Dining Car), 10:25 (Dining Car), 10:25 (Dining Car), 10:25 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20, 3:25 (Congressional Limited" all Parior and Dining Cars, 3:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 10:25 (Dining Car) a. m., 12:25 (Dining Car), 10:25 (Dining Car) a. m., 12:25 (Dining Car), 10:25 (Dining Car), 3:25 (Dining Car), 4:25 (Dining Car night daily. ATLANTIC COAST LINE.—Express, 9:25 a. m and 9:25 p. m., daily.
SEABOARD AIR LINE RAILWAY.—Express 12:55 p. m. and 12:10 night, daily.
NORFOLK AND WESTERN RAILWAY.—For NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m., daily. CHESAPEAKE AND OHIO RAILWAY.—7:35 a. m., week days, and 4:35 p. m., daily. FOR OLD POINT COMFORT AND NORFOLK.—7:35 a. m., week days, and 8:35 p. m., daily. ATLANTIC CITY.—9:35 a. m. and 2:35 p. m., week days. Sundays, 7:36 a. m. Through Vestibuled Trains, Buffet Parior Cars and Standard Coaches on week days. Parior Sinoking Car, Parior Cars, Dining Car and Standard Coaches on Sundays.

Cars, Dining Car and Standard Costs.

GAPE MAY.—12:35 p. m., week days.

For points on New York and Long Branch Rallroad
(from West Twenty-third Street Station), 8:35
a. m., 12:10, 2:25, 3:25, 4:10, 4:55 and 6:55 p. m. (from
Desbrosses and Cortlandt Streets), 9:00 a. m.,
12:20, 2:39, 3:40, 4:20, 5:10 and 7:00 p. m., week days.

Sundays, 9:45 a. m., 5:00 p. m. FOR PHILADELPHIA.

FOR PHILA DELPHIA.

6:05, 7:25, 7:55, 7:55 (Dining Car), 8:25, 8:25 (Dining Car), 9:25 St. Louis Limited, 19:10 (Desbrosses and Cortlandt Streets, 19:20) (Dining Car), 19:25 (Penna. Limited), 19:35 (Dining Car), 11:35 a. m., 12:35 (Dining Car), 11:35 a. m., 12:35 (Dining Car), 13:55 (Dining Car), 2:10 (Desbrosses and Cortlandt streets, 2:20), 2:55, 8:25 (Dining Car), 3:55, 4:25, 4:25 (Dining Car), 4:35 (Dining Car), 3:55, 4:25, 4:26 (Dining Car), 6:35 (Dining Car), 6:35 (Dining Car), 6:35, 7:35, 8:25, 8:35, 8:25, 8:35, 8:25, 8:35, 8:25, 8:35, 8:25, 8:35, 8:35, 8:35, 8:35, 8:35, 8:35, 8:35, 8:35, 8:35 (Dining Car), 8:25 (Dining Car), 1:35 (Dining Car), 8:25 (Dining Car), 1:35 (Dining Car), 1:35 (Dining Car), 1:35 (Dining Car), 5:35 (Dining Car), W. W. ATTERBURY.
General Manager.
GEO. W. BOYD,
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New York and Boston All Rail. N. Y., N. H. & H. R. R. and connections.

Leave. By way of 19500 A.M., Hartford and Willimantic, 200 P.M. 19501 A.M., Springheld and Worcester, 200 P.M. 1950 A.M., Thew London and Providence, 300 P.M. 1902 A.M., New London and Providence, 420 P.M. 440022 A.M., New London and Providence, 4:30 P.M. 12:00 M., Springfield and Worcester, 5:40 P.M. 1:00 P.M., 17:00 P.M., 17:00 P.M., 17:00 P.M., 17:00 P.M., 17:00 P.M., 17:00 P.M., 18:00 \$12:02 A.M., New London and Providence, 6:57 A.M. Dally, including Sunday, \$5:008 at 125th St. 1†Five-hour Limited, all parlor cars; fare, New York and Boston, \$7, including parlor car seat. Through parlor and sleeping cars by each train,

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BOSTON AND POINTS IN NEW ENGI NEW ENGLAND NEW ENGLAND
FALL RIVER LINE for Newport, Fall River,
Boston and all Eastern and Northern points.
Steamers PRISCILLA and PURITAN. Orchestra
on each. Leave Pler 19, N. R., foot Warren St.,
week days and Sundays at 5:50 P. M.
PROVIDENCE LINE for Providence, Boston,
North and East. Steamers PILGHIM and CONNECTICUT. Orchestra on each. Leave Her 1s,
N. R., foot Murray St., week days only at 6 P. M.
STONING TON LINE for Stonlington, Boston and
Fast. Str. MAINT and NEW HAMPSHIRE
LVE Pler 40, N. H., ft. Clarkson St., week days
only at 6 P. M.
NORWICH LINE
OF New London, Norwich,
Worcester, Boston, North and East. Strs. CITY
OF LOWELL and CITY OF WORCESTER. LVe
Pler 40, N. E., ft. Clarkson St., week days only
at 5:50 P. M. E. ft. Clarkson St., week days only at 530 P. M. NEW BAVEN LINE for New Haven, Hartford Springheld and the North. Live Pler 40, N. R., ft Clarbson St., week days only at 4 P. M. Str. RICH ARD PECK.

Hudson River by Daylight

Palailai Steamers "New York" and "Albany" of the Hudson River Day Line, fastest and finest niver boats in the world.

Leave Brooklyn, Fuiton St. (by Annex). 8,00 A. M.

"Desbroases St. Pier... 8,40 A. M.
"West 129th St... 9,00 A. M.
"West 129th St... 9,20 A. M.
Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany, daily, except Sunday. Special trains to Catskill mith, resorts and Saratoga, and easy connections to all points East, North and West. Through tickets and baggage checked at Offices of N. Y. Transfer Co. Most delightful one-day outings to West Point, Newburgh or Poughkeepsie, returning on down boat. Restaurant open at 7 A. M.
Special tour, New York to Boston, via Albany, Oct. 6, 85. Round Trip.

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ADDRONDACK OR DEAN RICHMOND leaves Pier 3. N. R., foot Canal St., 4t 8 P. M. week days, connecting with trains (Sunday included for points North, East and West. Excursion, \$2.50.

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HARTFORD LINE

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Fast, elegant steamers leave New York
every week day at 5 P. M. from Pler 35,
East River, foot Cathar ne st. 'Phone 800 Orcha d. TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany.

Catskill, Hudson and Coxsackie. Boats every week day at Six P. M. from Pler 43, North River

LOST, POUND AND REWARDS. GOLD WATCH FOB Lost Thursday right on Halsey st. car. or Clermont av., between Fulion and DeKalb. Reward if returned to 303 Clermont av., Brooktyn.

NEWYORK

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below: North and west bound trains, except those leav-ing Grand Central Station at 8.39, 11:39 A. M., 2:45, 3:30, 9:15, 11:30 P. M., will stop at 125th street to re-ceive passengers ten minutes after leaving Grand Central Station.

RAILROADS.

Central Station.

All southbound trains except the "20th Century' and the "Empire State Express" and Nos. 36 and 60 will stop at 12561 st. fen minutes before their striving time at Grand Central Station.

12.10

A. M.—(MIDNIGHT EXPRESS.—Dus Albany S.-5 A. M., Troy 6:49 A. M., Albany S.-5 A. M., Troy 6:49 A. M., TREAL SPECIAL.

7.54

A. M.—"SYRACUSE LOCAL.—Stops at all important stations. 7.54 A. M. Stations.
A. M. TEMPIRE STATE EXPRESS.—
A. M. TEMPIRE STATE EXPRESS.—
Due to the world. Due A. M.—FEMPIRE STATE EXPRESS.—
Most famous train in the world, Dua Buffalo 4:48, Niagara Falis 5:31 P. M.
A. M.—FEMPIRE STATE EXPRESS.—
Bus Buffalo 7:10, Niagara Falis 8:37.
A. M.—FAST MAIL.—24 hours to Chicago.
Due Buffalo 7:10, Niagara Falis 8:07.
A. M.—TOAY EXPRESS.—Makes local stops.
Due Buffalo 1:15 A. M.
A. M.—TRUTLAND EXPRESS.—Due Rutland 7:45 P. M.
P. M.—*SUUTHWENTERN LIMITED.—Due Buffalo 1:40 P. M. Niagara Falis 11:38 P. M.
P. M.—*SUUTHWENTERN LIMITED.—Due Chicago VIA Lake Shore, 24:4 via M. C.
P. M.—*The 20th CENTURY LIMITED*
—20-hour train to Chicago via Lake Saore.
Electric lights and falis.
P. M.—*ALBANY AND TROY PEYER.—
Due Abany & 40, Troy 7:59 P. M.—
Due Albany & 50, Troy 7:59 P. M.—
DeTROIT, GRAND RAPIDS and 8.30 8.45 10.30 11.30 1.00 1.00 2.45 P. M.—*ALBANY AND FIRST
Local stops.

- Local stops.

- Local stops.

- Dettroit, Grand Rapids and Chicago Special.

P. M.—*Lake Shore Limited.—28% hour train to Chicago. All Pulman cars. Due Cleveland 7.35 A. M., Cincinnati 139, Indianapolis 3:10. Chicago 4:00. St. Louis landanapolis 3:10. Chicago 4:00. St. Louis 3.40 S.P. M. next day.
M.— WESTERN EXPRESS.—28 hours
Chicago via both L. S. and M. C.
M.— MONTREAL EXPRESS.—Via D. & H. or Rutland.
P.M. -*ADIRONDACK AND MONTREAL
EXPRESS.
P. M. -*BUFFALO AND TORONTO 8.00 P. M. "SPECIAL MAIL LIMITED."
SPECIAL MAIL LIMITED."
Sleeping car only for Rochester.
P. M. SOUTHWESTER SPE 9.15 9.20 CIAL.
P. M. PACIFIC EXPRESS. Chicago Sinours by Michigan Central, 33 hours by Lake Shore.

P. M.—CHICAGO THEATRE TRAIN.—Cape Vincent, Ordensburg, Buffalo, Derolt Chicago and St. Louis.
*Daily. †Except Sunday. †Except Monday. HARLEN DIVISION. 9:08 A. M. and 3:38 P. M. delly, except Sunday, to Pittsfield and North Adams: Sundays at 9:30 A. M. Pullman cars on all through trains. Trains illiminated with Pittsch light. Tricket offices at 167, 261, 415 and 1216 Broadway, 25 Union Sq. W., 275. Columbus av., 133 West 123th st. Grand Central Station, 125th st. station and 138th street station, New York; 238 and 726 Fulkon st. and 109 Broadway, E. D., Brooklyn.
Telephone '300 38th Street' for New York Central Cab Service, Baggage checked from hotel or residence by Westcott Express Company.

9.30

11.30

NEW YORK CENTRAL ROUTE

BETWEEN NEW YORK, BOSTON AND NEW ENGLAND.

Via Springfield and the BOSTON AND ALBANY RAILROAD. ROSTON AND ALBANY RAILROAD,

(New York Central and Hudson River R.R., Lessee).

Trains leave Grand Central Station, Fourth
avenue and 42d street, New York, as follows:
19:04 A. M., 112:00 noon, 4:00 P. M., 11:00 P. M.,
arrive at Boston 3:00 P. M., 5:40 P. M., 10:00 P. M.,
6:15 A. M.

Leave Boston 19:00 A. M., 112:00 noon, 4:00 P. M.,
11:00 P. M., arrive at New York 3:30 P. M., 5:40 P. M.,
11:00 P. M., 6:14 A. M.

Tickets at New York Central ticket offices, 167,
415 and 12:16 Broadway and at Grand Central Station.

A. H. Smith,
George H. Danlels,
Gen'l Manager.

WEST SHORE RAILROAD.

(New York Central & Hudson River R. R., Leasee.)
Trains leave Frankin St. Station, New York, as follows, and 12 min. later foot West 42d st. St. R. R., 17:10 A. M.—For intermediate points to Albany.
11:29 A. M.—(I) Hudson and Margowk Express.
12:25 P. M.—(O) Hudson River points & Albany.
13:15 P. M.—(2) For Hudson River points & Albany.
13:15 P. M.—For Roch., Buffalo, Cleveld & Chicago.
15:20 P. M.—For Roch., Buffalo, Detroit & St. Louis.
15:15 P. M.—For Syra., Roch., Niag, Falls bet. & Chi.
15:16 P. M.—For Syra., Roch., Siag, Falls bet. & Chi.
15:16 P. M.—For Syra., Roch., Siag, Falls bet. & Chi. 1830 P. M.—For Roch., Bulfalo, Detroit & St. Louis, 1963 F. M.—For Syras, Roch., Niag. Falls Det. & Chl., *Dally. 1Dally except Sunday. Leave Brooklyn Annex (I) at 1935 P. M. Cave Jersey City, Penn. R. R. Sta; (I) at 11:26 A. M.; (2) at 1935 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Westcott Express.

A. H. SMITH, Gen'l Manager. Gen'l Passy Agent.

Gen'l Manager. READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry five minutes earlier than shown

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. A. Sundays, 24:25 A. M., 1:00, 6:30 P. M. WILKEN-BARRE AND SCRANTON—24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:30 P. M. LAKEWOOD, I.AKEHURST, TOMS RIVEK AND BARNEGAT—24:00, 9:40 A. M., 1:30 (8:40 Lakewood and Lakehurst only), 4:30 P. M. Sundays, 9:90 A. M. days, 9:00 A. M.
ATLANTIC CITY—19:40 A. M., 18:40 P. M.
VINELAND AND BRIDGETON—124:00 A. M., 11:30 F. M.
LONG BRANCH. ASBURY PAHK. OCKAN
GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 1:30
3:53, 4:45, 5:30, 6:30 (11:50 A sbury Park. only)
P. M. Sundays, except Ocean Grove, 9:00 A. M.,
6:00 P. M. 3.33, 4.45, 5:30, 6:30 (11:50 Asbury Park, Only)
P. M. Sundays, except Ocean Grove, 9:00 A. M.,
4:00 P. M.
PHILA DESIPHIA — READING TERMINAL —
*4:25, 17:00, 18:00, *9:00, 10:00, 11:00 A. M., 112:00
*1:00, \$1:30, 12:15 Mdt.
24 TH AND OHESTINUT STREETS—44:25, 18:30,
*10:30, *11:5 A. M. *1:00, ;*3:40, *5:00, *7:00, 19:25,
P. M. *12:15 Mdt.
READING, HARRISBURG, POTTSVILLE AND
WILLIAMSPORT—[4:00, 24:25, 18:00, [7:01, 19:26,
10:00, 11:00 A. M. Reading only, 18:100, [19:10
10:00, 11:00 A. M. Reading, Pottsville and Harrisburg
only, 14:00, 15:00 P. M.
SANDY HOOK ROUTE—From ft. Rector St.,
Pler 8, Atlantie Highlands, Seabright. Monmouth Beach and Long Branch, Asbury Park,
Point Pleasant, 10:00 A. M., 4:30 P. M. Sundays, 10:00 A. M. (8 P.M. to Long Branch only, 1
2From Liberty Street only, *Daily, 1Daily
except Sunday, 4:Sunday only, *Parlor cars only, 10:10
W. G. Branch, 10:00 A. M., 2:00, 13:10
W. G. Sunday Only, 13:40 Broadway, 182 Fifth
Av., 25 Union Square West, 182 East 126th 8t, 272
West 125th St., 248 Columbus Av., New York: 4 Congr.
St., 344, 800 Fulton St., Brooklyn; 1800 Broadway,
Williamsburg, New York Transfer Co. calls for
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ROYAL BLUE LINE, NEW JERSEY CENTRAL R. R., PHILADEL PHIA AND READING RY, and BALTI-MORE AND OHIO R. R.

MORE AND OHIO R. R.

Leave South Ferry. Liberty St. Ferry.
Balto.-Washington. 18:25 AM 18:30 AM Buffet
Balto.-Washington. 11:25 AM 11:45 AM Diner
Balto.-Washington. 11:255 PM 15:00 PM Diner
Balto.-Washington. 12:55 PM 15:00 PM Diner
Balto.-Washington. 12:55 PM 15:00 PM Diner
Balto.-Washington. 12:55 PM 15:00 PM Diner
Balto.-Washington. 16:55 PM 15:00 PM Buffet
Balto.-Washington. 16:50 nt. 16:51 St. Seepers
Dally. Dally, except Sunday. 15:00 PM Buffet
Balto.-Washington. 12:30 nt. 16:51 St. Seepers
Dally. 15-15 St. Seeper Sunday. 18:27 Pf. 16:15 St. 16

BALTIMORE AND OHIO RAILROAD

Lv. New York City, South Ferry, Liberty St.
Chicago, Pittsburg. *12:10 nt. *12:15 nt.
Chicago, Columbus. *12:35 pm. *1:30 pm. Diner
Pittsburg Limited" *5:55 pm. *7:30 pm. Lim'd
"Pittsburg Limited" *5:55 pm. *7:00 pm. Buffet
Cincinnati, St. Louis *10:25 am. *10:30 am. Diner
Cincinnati, St. Louis *10:25 am. *10:30 am. Diner
Cincinnati, St. Louis *10:25 pm. 1:09 pm. Diner
Cincinnati, St. Louis *5:35 pm. *7:09 pm. Buffet
Cincinnati, St. Louis *3:55 pm. 1:09 pm. Diner
Daily. *1Daily. except Sunday. *Sunday only.
Offices: 197, 23; 434, 1309 Broadway, & Amortolic
House, 25 Union Square W. 39t Grand St. N. V.
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or residence to destination. LEHICH VALLEY.

oot of West 23d A. Cortland: and Heapress Sts. B. *//aily. * Except Sunday. Sunday changes/ 612.45. e-0.0. n5.25. xo.15

Buffalo Express 7.55.28 *6.10 As March Chunk and Hazleton Local Wilkes-Barre & Scranton Express 2.55 Pm 41.0 Pm Hall Stop THE HIVFALO TRAIN

Tickets and Pullman accommodations at 167, 261, 260, 285, 1224 and 1354 Broadway, 192 5th Ave., 26 Union Square West, 245 Columbus Ave., N. Y., 860 Fulton St., 4 Court St., 340 Broadway, and Ft. Pulton St., Broadlyn.

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